

10-4-10: TRANSPORTATION INFRASTRUCTURE AND ACCESS DESIGN:

A. Access:

1. Access To Existing Roads: All points of access to existing public roads or highways shall meet the standards set forth in a policy of geometric design of highways and streets, 1990, as published by the American association of state highway and transportation officials (AASHTO), which is hereby incorporated by reference as if set forth in its entirety herein; and subsections A through D of this section or, in the case of state highways, as approved by the state department of transportation. The design and construction of turn lanes, merging lanes, traffic signs or signals and other improvements required to make access points conform to county or UDOT standards shall be the responsibility of the developer. (Ord. 323, 3-9-1998)
2. Number Required: A minimum of two (2) access roads for separate ingress and egress will be provided. At least one access road will be considered the main access to be dedicated with a right of way easement as part of the final plat. In situations where dual access is not available within the initial development, one or more easements extending to the perimeter of the proposed development and evidence that existing vehicular access through adjacent properties to public roads must be provided by the developer. As a minimum, the second access, which may not comply with this section, may be permitted, so long as it is a passable access road and maintained for emergency services as approved by the PCFSD. (Ord. 323, 3-9-1998, amd. 2004 Code)
3. Spacing: Except as otherwise provided herein, access drives shall be spaced according to the following table:

Road Classification	Minimum Spacing	Minimum Distance
		From Intersections
Local	35 feet apart	50 feet
Collector	50 feet apart	75 feet
Arterials	Access points shall be minimized	